

personnel, equipment, fluids, and ballast necessary for safe operation on the waters where the vessel operates.

Scientific personnel means individuals on board an oceanographic research vessel only to engage in scientific research, or to instruct or receive instruction in oceanography or limnology.

Similar stage of construction means the stage at which—

(a) Construction identifiable with a specific vessel begins; and

(b) Assembly of that vessel has commenced comprising at least 50 metric tons (55.1 U.S. tons) or 1 percent of the estimated mass of all structural material, whichever is less.

Short international voyage is an international voyage in the course of which a vessel is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety. Neither the distance between the last port of call in the country in which the voyage begins and the final port of destination, nor the return voyage, may exceed 600 miles. The final port of destination is the last port of call in the scheduled voyage at which the vessel commences its return voyage to the country in which the voyage began.

Special personnel means all persons who are not passengers or members of the crew and who are carried on board a special purpose vessel in connection with the special purpose of that vessel or because of special work being carried out aboard that vessel. Special personnel include—

(a) On oceanographic research vessels, scientific personnel; and

(b) On nautical school vessels, students, cadets, and instructors who are not members of the crew.

Special purpose vessel means a mechanically self-propelled vessel which by reason of its function carries on board more than 12 special personnel including passengers. Special purpose vessels include oceanographic research vessels and nautical school vessels.

Survival craft means a craft capable of sustaining the lives of persons in distress from the time of abandoning the vessel on which the persons were originally carried. The term includes lifeboats, liferafts, buoyant apparatus, and

lifefloats, but does not include rescue boats.

Tank vessel means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that—

(a) Is a vessel of the United States;

(b) Operates on the navigable waters of the United States; or

(c) Transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States.

Toxic vapor or gas means a product for which emergency escape respiratory protection is required under Subchapter 17 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) and under Subchapter 19 of the International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk (IGC Code).

Vessel constructed means a vessel, the keel of which is laid or which is at a similar stage of construction.

Warm water means water where the monthly mean low water temperature is normally more than 15 °C (59 °F).

§ 199.40 Evaluation, testing and approval of lifesaving appliances and arrangements.

(a) Each item of lifesaving equipment required by this part to be carried on board the vessel must be approved.

(b) Each item of lifesaving equipment carried on board the vessel in addition to those required by this part must—

(1) Be approved; or

(2) Be accepted by the cognizant OCMI for use on the vessel.

(c) The Commandant (G-MSE) may accept a novel lifesaving appliance or arrangement if it provides a level of safety equivalent to the requirements of this part and the appliance or arrangement—

(1) Is evaluated and tested in accordance with IMO Resolution A.520(13), Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-saving Appliances and Arrangements; or

(2) Has successfully undergone evaluation and tests that are substantially equivalent to those recommendations.

(d) During the vessel's construction and when any modification to the lifesaving arrangement is done after construction, a vessel owner must obtain acceptance of lifesaving arrangements from the Commandant (G-MSC).

(e) The OCMI may accept substitute lifesaving appliances other than those required by this part except for—

(1) Survival craft and rescue boats; and

(2) Survival craft and rescue boat launching and embarkation appliances.

(f) Acceptance of lifesaving appliances and arrangements will remain in effect unless—

(1) The OCMI deems their condition to be unsatisfactory or unfit for the service intended; or

(2) The OCMI deems the crew's ability to use and assist others in the use of the lifesaving appliances or arrangements to be inadequate.

§ 199.45 Tests and inspections of lifesaving equipment and arrangements.

(a) *Initial inspection.* The initial inspection of lifesaving appliances and arrangements for certification includes a demonstration of—

(1) The proper condition and operation of the survival craft and rescue boat launching appliances at loads ranging from light load to 10 percent overload;

(2) The proper condition and operation of lifeboats and rescue boats, including engines and release mechanisms;

(3) The proper condition of flotation equipment such as lifebuoys, lifejackets, immersion suits, work vests, lifefloats, buoyant apparatus, and associated equipment;

(4) The proper condition of distress signaling equipment, including emergency position indicating radiobeacons (EPIRB), search and rescue transponders (SART), and pyrotechnic signaling devices;

(5) The proper condition of line-throwing appliances;

(6) The proper condition and operation of embarkation appliances, including embarkation ladders and marine evacuation systems;

(7) The ability of the crew to effectively carry out abandon-ship and fire-fighting procedures; and

(8) The ability to meet the egress and survival craft launching requirements of this part.

(b) *Reinspections.* Tests and inspections of the lifesaving equipment shall be carried out during each inspection for renewal of certification, and shall include, as applicable, a demonstration of—

(1) The proper condition and operation of the survival craft and rescue boat launching appliances at loads ranging from light load to full load, except that any portion of the load test conducted in connection with replacement or end-for-ending of a fall since the vessel's last inspection or reinspection, need not be repeated;

(2) The proper condition and operation of lifeboats and rescue boats, including engines and release mechanisms;

(3) The proper condition of flotation equipment such as lifebuoys, lifejackets, immersion suits, work vests, lifefloats, buoyant apparatus, and associated equipment;

(4) The proper servicing of each inflatable liferaft and inflatable lifejacket has been serviced as required under this chapter;

(5) The proper servicing of each hydrostatic release unit, other than a disposable hydrostatic release unit, as required under this chapter; and

(6) The ability of crew to effectively carry out abandon-ship and fire-fighting procedures.

(c) *Other inspections.* (1) Lifesaving appliances and arrangements are subject to tests and inspections described in paragraph (a) of this section whenever a new lifesaving appliance is installed on the vessel. The test in paragraph (a)(1) of this section must be carried out whenever a wire fall for a launching appliance is replaced or turned end-for-end.

(2) Lifesaving appliances and arrangements are subject to tests and inspections described in paragraph (b) of this section during vessel boardings to ensure that the appliances and arrangements comply with applicable requirements, are in satisfactory condition, and remain fit for the service.